



M-T-R CAR COSSIP

'SIXES' POPULAR NEW CARS SOLD BY BOSCH MAGNETO IN AUTO INDUSTRY THE SCHUMAN CO. AND PLUGS WIN OF UNITED STATES BEST RECORDS

Three years ago there were 11 builders of "sixes" in the United States. Last year 25 companies produced "sixes." In 1914 37 of the 42 leading manufacturers of motor cars built "sixes."

Seven years ago the Pierce-Arrow Motor Car Company built "fours" only—fours that were above reproach. Six years ago they added "sixes," because the "six" was demanded by those who wanted the utmost in a motor car. For five years the Pierce-Arrow Company has been building "sixes" only. Not because the Pierce-Arrow "four" was not good, but because the "six" proved better.

Practically all the most successful builders of "fours," such as Locomobile, Packard, Pierce-Arrow, Stevens, Duryea, Peerless, Hudson, Oldsmobile, Marmon, Chalmers and Studebaker, have been forced into the six-cylinder field.

None of these companies changed their designs or spent thousands of dollars for new machinery just to satisfy a whim. It is impossible that all these admittedly successful companies are wrong.

Get into a "six" if you are not satisfied with their superiority and let it be demonstrated to you that the big, over-priced four-cylinder car is out of date.

The Schuman Carriage Company received a carload of Chalmers "sixes" last week, all of which have been disposed of. This goes to show the growing popularity of these cars in Honolulu.

Another carload of Hudson "sixes" will arrive next week and all but one of these have been placed already.

The Schuman Carriage Company, Ltd., reports the following sales: Harold Gifford, Ford roadster; Honolulu Gas Co., Ford roadster; Clifford Spitzer, Ford touring; S. Okasaki, Ford roadster; H. B. Ryan, Ford touring; Clifford Kimball, Ford touring; J. W. Hall, Ford touring; Love's Bakery, Ford delivery wagon.

Lihue Store, Ford delivery wagon; C. P. Lund, Ford touring car; A. B. Arleigh, Ford touring; The City Taxi Company put 10 Ford taxicabs in service today.

H. Hironaka and Y. Sakai have taken Ford taxicabs for the rent service.

A. N. Campbell has taken one of the Chalmers "Six" five-passenger cars.

John Walker is another buyer who preferred the Chalmers "Six" and has taken a seven-passenger car.

W. B. Thomas decided on a Chalmers "Six."

William L. Gifford of the Hawaii Preserving Company has decided that a Chalmers "Six" is the car.

A. C. Aubrey of Hauula bought the latest Hudson 54.

Col. Coyne bought one of the Studebaker "Fours," as did also N. Takabuki of Wailua.

The Hawaiian Electric Company has taken out its second Federal truck.

The McBryde Sugar Company bought a Federal.

F. E. Haley has taken a Federal with which he will move pineapples.

The immense sale of Fords which has been the sensation of the entire season still continues and this week's deliveries at the Schuman Carriage Company is probably the largest ever recorded in this territory.

In the list of accessories fitted to cars entered in the Vanderbilt and Grand Prize races held in Santa Monica, Cal., February 26 to 28, none has shown up more prominently than the magneto and spark plugs.

It is seldom that these products are given credit for the way in which they withstand the excessive strain, but the average motorist can readily imagine the adverse conditions under which the complete ignition system performs its functions, especially when fitted to the high speed racing monsters which take part in these larger races.

The high speed, terrific external heat and excessive vibration are extremely trying upon the magneto, but the spark plugs have even more trying conditions to contend with, for they must stand the extreme heat generated within the cylinder walls, meet with the varying degrees of pressure created by the action of the pistons, withstand the overdose of oil continually administered, and with all this, give a clear path for the intense spark of the high tension magneto.

Knowing well these conditions the racing drivers in the greatest two racing events of this season selected Bosch magnetos and Bosch spark plugs. Every car that finished in the Vanderbilt and Grand Prize races used Bosch magnetos and Bosch plugs—100 per cent victory for Bosch equipment.

The Schuman Carriage Company is the agent in Honolulu for the Bosch magneto, and keeps a full supply of Bosch equipment in stock at all times.

PERTINENT QUESTIONS ASKED OF BOOZE CHAMPS.—CAN THEY ANSWER?

Are violations of liquor laws found only in prohibition territory, as the liquor interests would have us believe? asks the Union Signal.

The San Francisco chapter of the Knights of the Royal Arch have made the statement publicly that there are 2000 persons selling liquor illegally in the city and county of San Francisco. Throughout license territory in the United States the same conditions prevail. In Massachusetts the licensed and unlicensed dealers work side by side. Many times the owner of a license supplies liquor to the illegal seller at a slight advance over what he paid for it, and turns over to the dive those customers who are no longer a credit to his establishment.

Does the prohibition of the liquor traffic "kill" a town as the liquor men declare?

Business men in cities which have voted out the saloon report a steady increase in their business. Money formerly spent for liquor goes into legitimate channels of trade, and the grocer, merchant and real estate men all come in for a larger share of the money spent by the citizens.

Is there any truth in the argument of the liquor men that people will not move into a saloonless district?

According to U. S. Senator Thompson the prohibition state of Kansas has more than doubled its population in the last four years.

Does property value decrease when the saloons are voted out?

Property values in Kansas have increased from 190 to 1000 per cent in the period of four years.

Do the liquor men believe that national constitutional prohibition is a probability?

The National Liquor Dealers' Journal recently said, "To amend the constitution requires the ratification of three-fourths of the states, or 36 out of our 48. Of these nine are now entirely in the prohibition column and 18 more are in major area and population under local prohibition laws; it will not be difficult to swing these 18 in line if the question of national prohibition is raised. The irritation caused by the inefficiency of local or even state prohibition turns the mind and purpose of its friends to a national policy with the strength of the whole government behind it. Thus we may safely count on 27 states as sure to ratify the national amendment; nine more are needed, and judging from recent experience, especially the West Virginia case, the possibility of getting them is not a superhuman task. The moral and religious forces of the nation are against the liquor business. In the future these forces in support of a definite policy and the end is here."

"Is it good business policy to license saloons?"

According to figures compiled for the state of Massachusetts in 1910 by a commission appointed to inquire into the high cost of living, it was found that the sum total of all licenses for the state of Massachusetts that year was \$2,460,000.88. This amount is but one-third of the expenditures of the state on account of the liquor traffic. No business could exist if its receipts were only one-third of its

expenditures. No more can a state or a nation. Figures from other cities and states and from the United States as a whole show that the liquor traffic always causes an expenditure many times larger than the revenue received.

What are the total annual receipts and expenditures of the United States on account of the liquor traffic?

According to Prof. John A. Nicholls the annual waste due to the drink traffic in the United States is \$5,000,000,000. This amount is estimated to cover the care for the consequences of the traffic, prosecuting crime chargeable to the saloons, maintaining public asylums, hospitals, prisons for its victims, and loss in earning capacity. This is more than 13 times the total amount of the revenue, which is only \$3,500,000,000.

Is the liquor traffic necessary to the farmer as a market for his grain?

Less than 2½ per cent of the leading grain crops of the United States is used in the manufacture of liquor.

IMPORTATION OF EGGS FOR 1913 SHOWS INCREASE

During the last calendar year 246,180 dozens of eggs, valued at \$65,333, were imported to Hawaii from the mainland—principally from California. This is over double the quantity and value of the eggs imported in 1911, when 115,380 dozens valued at \$29,933 were brought in. The average price of the eggs imported in 1913, according to the department of commerce statistics, was a trifle over 26.1-2 cents per dozen. There is an indication, however, that the Hawaiian hen is beginning to catch up with some of this big demand, for in December last the imports were less than for the same period in 1912—18,630 dozens valued at \$6348, in 1913, against 20,400 dozens valued at \$4786, in 1912.

Good Returns for Hawaiian Onions

Returns received yesterday by the Territorial Marketing Division from 30 crates of Bermuda onions shipped recently to San Francisco as an experiment, netted the grower a little over 5 cents a pound after deducting commissions and freight. The 50-lb. crates brought \$2.70 in the San Francisco market, after deduction for broker's commission had been made. Another shipment of 100 crates went to the Coast by the Lurline.

Algaroba for Australia

Through the federal experiment station a sack of kiawe or algaroba beans is being sent by the next Canadian-Australasian boat to Perth, W. Australia, for seed purposes. About a year ago the algaroba was introduced into Queensland, where it is reported to be

NEW SAN CARLOS MILL IS DOING SPLENDID WORK

Central Built by Local Capital
Surpasses All Expectations
Had for Project

[By Latest Mail]

ILOILO.—According to reports coming from the planters at San Carlos, the new sugar central there, which commenced milling last week, has surpassed the wildest imaginations of its possibilities. Chief among the wonders which form the subjects of their comment is the fact that after the cane is crushed and passed through a preliminary set of rollers the bagasse is then thoroughly moistened in order to dissolve every particle of sugar; then it is pressed thoroughly dry, the sugar thus obtained being returned to the juice while the bagasse is taken direct to the furnace and used as fuel at once.

The automatic scales and counters receive due consideration. When a car of cane is brought in from the fields it is weighed on scales which records the weight on a slip of paper, which is sent in to the office; the juice is weighed and recorded in the same way, and the sugar is weighed and sacked by automatic devices. When the sacks have been sewed by an automatic machine an automatic counter keeps account of their number as they are taken away on a carriage. A similar arrangement counts the sacks as they leave the warehouse for shipment.

The tests which the chemists make getting an excellent start, and promises to become as valuable a tree as in Hawaii.

Last Kula Corn

The last of the corn crop from Kula, Maui, reached the markets Monday, making a total of about 45 tons which the marketing division has handled from there this season. The average for the crop was about \$35 per ton. About fifteen tons of corn came in Monday from Kohala.

Latest Auto Licenses

1536	K. Akashi, Ford Touring Car.
1537	H. Agatsuma, Ford Tour. Car.
1538	K. Yoshikawa, Ford Tour. Car.
1539	S. Imais, Ford Touring Car.
1540	Mrs. S. Kuyechi, Ford Tr. Car.
1541	Nonaka, Ford Touring Car.
1542	Miyamoto, Ford Touring Car.
1543	S. Uymoto, Ford Touring Car.
1544	M. Saitoh, Ford Touring Car.
1545	Nishida, Ford Touring Car.
1546	Robert C. Rodgers, Cadillac Roadster.
1547	Clifford Spitzer, Ford Touring.
1548	Harold B. Gifford, Ford Runab.
1549	Honolulu Gas Co., Ford Runab.
1550	A. Pratt, Overland, Touring.
1551	H. Hironaka, Ford Touring.
1552	Charles F. Lund, Ford Touring.
1553	Reliance.
1554	C. B. Wood, Buick Runabout.
1555	C. A. Reynolds, Packard, Touring.

Another Richmond in the Field

Honolulu

City Taxi Stand

Rates from 15 cents upward

Ready for Business March 20

Stand, Beretania near Nuuanu

Phone 3438

of the cane, by which they estimate the amount of sugar which should be produced, are checked with the actual production and the agreement is so remarkably precise as to excite the admiration of the planters.

The extraction guaranteed by the company in its contracts with the planters is 93 per cent, while the actual records of the first grindings, before the mill has had time to reach its best adjustment, is between 94 and 95 per cent, an increase of about 30 to 40 per cent over the extraction of the old mills.

It is reported that a Manila firm has made an offer of 9 pesos the picul for the entire output of the plant. The average selling price of open-ket-

the sugar in Iloilo at present is 5 pesos. Last night a San Carlos planter said that with these prices the central mill had increased the profits of the growers from 100 to 150 pesos the hectare; that while after dividing the sugar with the milling company the gross income was about the same as they received with old mills. Everyone was jubilant over the fact that the entire cost of milling was saved, which in the open kettle process was a minimum of 2 pesos the picul.

One planter in the San Carlos district who has heretofore used cable plows and steam engines and will in the future be independent of

the supply of work animals. At present a considerable number of work animals are needed in that district.

PRAYERS SAVE TWO CHILDREN IN TRUNK

[By Latest Mail]

SAGINAW, Mich. — While Mrs. Michael Hart was busy with her household work she missed her two children, Mary, eight years old, and Leon, six. At first she was not alarmed, but the continued absence of the children frightened her, and she hurried from one room to the other without finding them. She was quite sure they

had not left the house, as their coats and hats were not gone.

Suddenly she lifted the lid of a trunk and screamed. Two little forms, hands clasped on their breasts, two little children seemingly of wax, she saw. Physicians were called, and the unconscious children were revived just in time.

The children told how they had prayed, "Jesus, tell mama we are in the trunk and tell her to come quick." "We were afraid Jesus was not listening," said Mary, "and we asked Him to take us to heaven if we were going to die. I made Leon fold his hands across his breast like people in coffins, and I folded mine, too. Then we waited."

Studebaker "SIX"

A Six that has a field all to itself

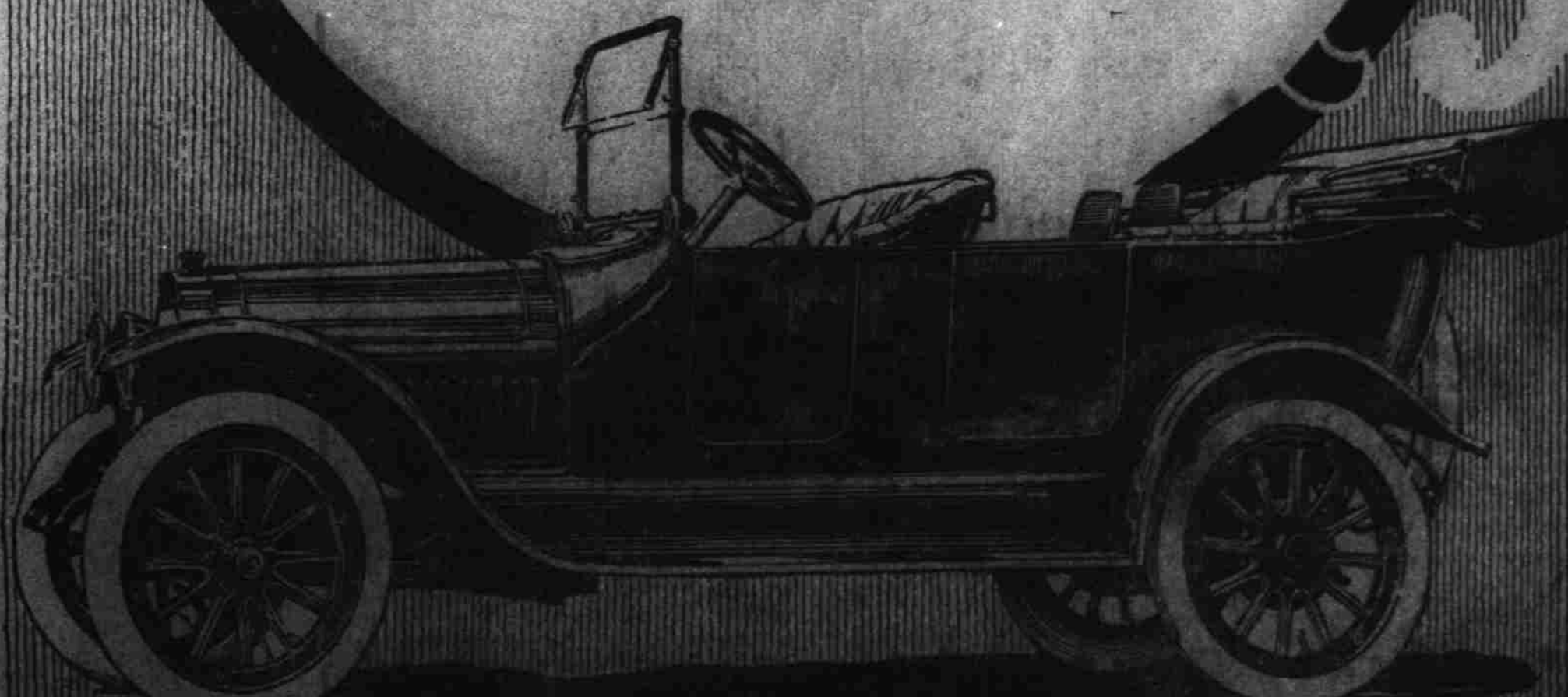
The superb new Studebaker "Six" is a manufactured "Six" down to the smallest essential detail.

It lacks nothing in style, beauty and comfort and is equipped with fourteen timplin roller bearings.

There is no other "Six" either assembled or manufactured which even approaches the Studebaker "Six" in price.

Schuman Carriage Co., Ltd., Agents

STUDEBAKER "SIX" 7 PASSENGER\$1825, HONOLULU
STUDEBAKER "FOUR" 5 PASSENGER\$1250, HONOLULU
STUDEBAKER LANDAU ROADSTER\$1400, HONOLULU



Buy it Because it's a Studebaker